

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.
H AVE JUST LANDED
THE FOLLOWING
STORES.

York HAMS.
Stilton CHEESE.
Pudding RAISINS (Valencia).
COURRANTS (Patras).
MINCEMEAT.
CHRISTMAS CAKES.
FIGS.
ALMONDS and RAISINS.
Brazil NUTS.
Soft-Shell ALMONDS.
Mozz FRUITS.
Crystallized FRUITS.

FRUITS in Syrups.
Imperial PLUMS.
Plum PUDDINGS.
COCAQUES.

CALIFORNIA PRODUCTS.
CONDENSED MILK.
KEROSENE LAMPS.
FAIRBANK'S SCALES.
COOKING STOVES.
PARLOUR STOVES.

THE USUAL ASSORTMENT.

OILMAN'S STORES,

AND
WINES,
at the
Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.
Hongkong, December 1, 1885. 2084

FOR SALE.

JULES MUMM & Co's
CHAMPAGNE
Quarts.....\$20 per Case of 1 doz.
Pints.....\$20 " " 2 " "
Dubos Frères & Co. Gernon & Co.
BORDEAUX CLARETS and
WHITE WINES.
Baxter's Celebrated 'Barley Brew'
WHISKY, \$72 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1137

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ANNA W. WESTON, Amer. barque, Capt.
W. M. Dunlop. —Gibb, Livingston & Co.
CARONDEL, American ship, Capt. W.
F. Stetson. —Messageries Maritimes.
COLORADO, American barque, Capt. J. D.
Wynn. —Arnold, Karberg & Co.
GEORGE, British barque, Capt. William
Grant. —Captain.
GRAT SUZON, American barque, Capt.
Chas. L. Fium. —Order.
HECLA, American ship, Captain E. A.
Day. —Order.
SOUTHERN CHIEF, American ship, Capt.
J. Ross. —Captain.

To-day's Advertisements.

NOTICE.

MR. THEODOR VON DER HEYDE
of Hamburg, and MR. GOTTFRIED
BRUNO ROBERT BECKER, of Hong-
kong, have this day been Admitted PART-
NERS in our Firms in HAMBURG and
HONGKONG.
SANDER & Co.
Dated 2nd February, 1886. 230

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND SINGA-
PORE.

The Steamship *Benarty*, Capt. La Bou-
llier, having arrived from the above
Ports, Consignees of Cargo are hereby not-
ified that the Steamer is berthed at Messrs.
JARDINE, MATHESON & Co.'s West Point
Pier and Godown, and are requested to
send in their Bills of Lading for counter-
signature, and take immediate delivery of
their Cargo from alongside.

Cargo impeding the Steamers discharge
will be landed and stored at Consignees
risk and expense.

Optional Cargo for JAPAN Ports will be
forwarded on unless notice to the contrary
be given before Noon To-day, the 3rd Inst.

No Fire Insurance will be effected after
the 3rd Inst. unless the cargo is insured.

Bills of Lading will be counter-signed by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, February 3, 1886. 231

To-day's Advertisements.

BEN LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

The Co's Steamship
Benarty,
Capt. La BOUTILLIER,
will be despatched for the above
Ports on TO-MORROW, the 4th Instant, at
Daylight.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, February 3, 1886. 238

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co's Steamship
Namoa,
Capt. WATSON, will be
despatched for the above
Port on FRIDAY, the 5th Instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, February 3, 1886. 235

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship
Orestes,
Capt. HURCOMB, will be
despatched for the above
Ports on TUESDAY, the 9th Instant, at
Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 3, 1886. 232

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co's Steamship
Thales,
Capt. HUNTER, will be
despatched for the above
Ports on TUESDAY, the 9th Instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, February 3, 1886. 237

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHANG, TIENSIEN, HANKOW and
Ports on the YANGTSE.)
The Co's Steamship
Ulysses,
Capt. BREMER, will be
despatched for the above
Ports on THURSDAY, the 11th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 3, 1886. 231

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

The Steamship
Breconshire,
Capt. PERRY, will be
despatched for the above
Ports on or about the 11th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, February 3, 1886. 240

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, THURSDAY

ISLAND, COOKTOWN,
TOWNSVILLE, BRISBANE, SYDNEY
AND MELBOURNE, &c.
The Steamship
Warrigal,
Capt. WILLIAMS, will be
despatched for the above
Ports on SATURDAY, the 20th Instant, at 4 p.m.

This Vessel has unusually good Cabin
Accommodation, situated amidships, upon
the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 3, 1886. 233

SHIPPING.

ARRIVALS.

February 2, 1886 —
Salice, French steamer, 260, Th. Lerdo,
Haiphong Jan. 26, and Fakhio 31, General.
—A. R. MARY.

February 3 —
Kowching, British steamer, 1,304, Bal-
horne, Shanghai January 31, General.
—JARDINE, MATHESON & Co.

Madras, British steamer, from Whampoa.

Ningpo, British steamer, from Whampoa.

Lee Seng, British str., from Whampoa.

Thales, British steamer, 820, T. G. Po-
cock, Taiwanfo January 25, Amoy Feb. 1,
and Swatow 2, General.—DOUGLAS STEAM-
SHIP CO.

Glauca, British steamer, 1,381, W. T.
Hannah, Shanghai January 31, General.
—BUTTERFIELD & SWIRE.

Namoa, British steamer, 862, Geo.
Westoby, Swatow February 2, General.
—DOUGLAS STEAMSHIP CO.

Strathgairn, British steamer, 1,236, D.
Bouchton, Kutchinot January 28, Genl.
—H. J. H. THOMPSON.

Kwang Lee, Chinese steamer, 1,507,
Andrew, Shanghai Jan. 30, and Swatow
Feb. 2, General.—O. M. S. N. Co.

Amoy, British steamer, 814, R. Koehler,
Shanghai January 31, General.—SIEMSEN
& Co.

Duburg, German steamer, 1,097, A. D.
Schultz, Saigon January 29, Rangoon—M.
OCEAN & Co.

Namida, British steamer, 1,618, L. O.
Moon, Haiphong January 30, General.
—RUSSELL & Co.

DEPARTURES.

February 3 —
Venice, for Singapore.

Albany, for Saigon.

Midge, British gunboat, for Canton.

Borneo, for Saigon.

Elise, for Haiphong.

Glauca, for Singapore.

Pero, for Chefoo.

Stamford, for Saigon.

Bangalore, for Singapore and Bombay.

Amoy, for Whampoa.

Kowching, for Whampoa.

Ipighina, for Singapore and Hamburg.

Ningpo, for Shanghai.

Glauca, for Singapore and London.

Lee Sang, for Shanghai.

5 P.M.—FEBRUARY 4, 1886.

SHARE LIST.—QUOTATIONS.

5 P.M.—FEBRUARY 4, 1886.

5 P.M.—FEBRUARY 4, 1886.

5 P.M.—FEBRUARY 4, 1886.

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5 P.M.—FEBRUARY 4, 1886.

5 P.M.—FEBRUARY 4, 1886.

5 P.M.—FEBRUARY 4, 1886.

CLEARED.

Yamaguchi, for Whampoa.

Lady Harcourt, for Canton.

Beauty, for Yokohama.

Leila Inferiere, for Haiphong.

Glandes, for San Francisco.

Reclio, for Saigon.

Glennfrim, for Singapore and London.

Leanna, for Saigon.

PASSENGERS.

ARRIVALS.

For *Salice*, from Haiphong, &c., Capt.
Rezo, Mr. Demetri, and 18 Chinese.

For *Kowching*, from Shanghai, 30 Chi-
nese.

For *Thales*, from Swatow, Lieut. Roper,
Lieut. Lyon, R.N., Surgeon Scanlon, Lieut.
Plumbe, R.M.L.I.

For *Glauca*, from Shanghai, 12 Chinese.

For *Namoa*, from Swatow, Messrs. Bois,
Alford and MacCallie, and 3 Chinese.

For *Kwang Lee*, from Shanghai, &c., 5
Chinese.

For *Amoy*, from Shanghai, 3 Chinese.

For *Glauca*, from Haiphong, 8 Euro-
peans.

DEPARTED.

For *Glauca*, for Singapore, 127 Chi-
nese.

For *Pero*, for Chefoo, 5 Chinese.

SHIPPING REPORTS.

The French steamer *Salice* reports: Had
strong N.E. winds with heavy sea through-
out.

The British steamer *Kowching* reports: On
the 1st inst., spoke *Store Nordie* Tele-
graph steamer 2 miles North of Tung Ying;
wished to be reported all well.

The British steamer *Thales* reports: Left
Taiwanfo January 20th, heavy Northerly
gale with very high sea. Left Amoy on
the 1st inst. fresh N.E. wind and cloudy
weather. Left Swatow on the 2nd Feb.,
fresh N.E. wind and overcast weather to
port.

The British steamer *Glauca* reports: Had
strong monsoon throughout.

The British steamer *Namoa* reports: Left
Swatow on the 2nd inst., and experi-
enced fresh N.E. winds with dull cloudy
weather to port. Steamers in Swatow,
Pechili and *Swatow*.

POST OFFICE NOTICES.

MAILS will close:—

FOR SWATOW —
Per *Namoa*, at 11.30 a.m., on Friday,
the 5th inst.

FOR BANGKOK —
Per *Flora Chum Chao*, at 5 p.m., on
Friday, the 5th inst.

FOR SWATOW, AMOY & FOCHOW —
Per *Amoy*, at 5 p.m., on Monday,
the 8th inst.

FOR AMOY & TAIWANFOO —
Per *Thales*, at noon, on Tuesday, the 9th
inst.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Andrie*
will be despatched on TUESDAY,
the 9th Instant, with Mails to the
United Kingdom, Europe, and places
beyond, via Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India, C.R. Madras, the Australasia
Colonies, Aden, Natal and the Cape,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of Syd-
ney* will be despatched on SATUR-
DAY, the 13th Instant, with Mails
for Japan, San Francisco, the United
States, Canada, Honolulu, Peru, &c.,
which will be closed as follows:—
2.15 p.m. Post-Office, except despatch.
2.30 p.m. Post-Office, except despatch. Cor-
respondence may be posted on board the
Packet with *late fee* of 10 cents extra
postage until the time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Benarty* leaves for Y'ham, &c.
Daylight.—*Glennfrim* leaves for London.

Miscellaneous.

Local Banks close.

Insurance Offices close.

MEMOS. FOR FRIDAY.

Shipping.

Noon.—*Namoa* leaves for Swatow.

Miscellaneous.

Claims against the *Mercantile* must be
sent in to Messrs. Adamson, Bell & Co.,
on or before this date.

Transfer Books of The Hongkong Rope
Manufacturing Co., Ltd., closed from this
date to 20th Instant, inclusive.

General Memoranda.

SATURDAY, February 6 —
Transfer Books of The Hongkong Tea
Company, Limited, closed from this
date to 17th Instant.

TUESDAY, February 9 —
2 p.m.—Auction of Chinese and Japanese
Curios, at Mr. G. R. Lammer's.

WEDNESDAY, February 10 —
Claims against the *Mark Lane* must be
sent in to Messrs. Russell & Co., on
or before this date.

Goods per *Benarty* undelivered after this
date subject to risk.

WEDNESDAY, February 17 —
Transfer Books of Shareholders of The
Hongkong Tea Company, Limited, at the
Company's Office, Peddar's Street.

SATURDAY, February 20 —
11 a.m.—Meeting of Shareholders of The
Hongkong Rope Manufacturing Com-
pany, Limited.

THE HONGKONG DISPENSARY.

ALL
CHRISTMAS AND NEW YEAR
GOODS

are now being SOLD OFF
at
REDUCED PRICES:

BONBONS and CRACKERS in great variety.
ORNAMENTAL BOXES.
CHOCOLATE CREAMS.
CRYSTALLIZED FRUITS.
And
PURE CONFECTIONERY
OF ALL KINDS.

A. S. Watson & Co., Limited.

Hongkong, January 20, 1886. 137

SUN AND TIDE TABLE FOR
HONGKONG.

(From The Hongkong Almanack)
FEBRUARY.

Day of Month. High Water. Low Water.

1. 10.25 9.40 6.40 5.49

4. 10.47 9.41 6.39 5.49

6. 11.39 10.47 6.38 5.50

8. 11.55 11.20 6.37 5.51

9. 0.10 11.56 6.36 5.52

High water at Whampoa: 2 hrs. 30
mins. later than at Hongkong; at the
Barrier: 3 hrs. 15 mins.; at the Salt
Flats: 3 hrs. 30 mins.; at Shumoen:
3 hrs. 45 mins.

Moon: New Moon, Feb. 3, 10h. 52m.
morning.

The publication of this issue commenced
at 7.10 p.m.

The China Mail.

HONGKONG, WEDNESDAY, FEBRUARY 3, 1886.

The annual report of the Captain-Super-
intendent of Police again raises the
question of how the professional crimi-
nal class here can most effectively be
dealt with and held in check. No doubt
need now be entertained that the non-
flogging system has proved an entire
failure in one particular, namely, so far
as deportees are concerned. The more
serious crimes—murder, wounding, rob-
bery, and burglary—have been alarm-
ingly frequent during the last year; and
no reasonable explanation can be
given for this on the score of the de-
creased efficiency of the Police Force.

Two causes have combined to flood the
Colony with criminals of the hardy,
daring and violent class. The cessation
of hostilities with France led to the dis-
bandment of the Chinese forces, and
many of these lawless scoundrels now
seek to pick up a dishonest livelihood in
Hongkong. Another reason is to be
found in the strong measures adopted of
late by the Chinese Government against
the large organized bands of salt-
smugglers who for generations have
systematically evaded and warred
against the salt-tax on the China Coast.

Large numbers of these bold and har-
dened men have swelled the ranks of
the professional criminals in this Colony.

A notification published in general orders by General Courcy at Lian on the 17th January states that a telegram was received from the Minister of War on the 16th Jan., temporarily replacing General Courcy by General Warus in command-in-chief of the corps in Tonquin. General Warus left Haiphong on the 16th January, but has been recalled, and in the interim General Negrier, who commands the second division, will take the command-in-chief.

In another general order General Courcy bids farewell to the officers and men of the corps in Tonquin and thanks them for the proofs of devotion and attention to discipline exhibited by them during his command.

At about ten o'clock last night, while thirteen coal coolies were coming ashore from a vessel in the harbour upon which they had been working, the small boat in which they were being conveyed started a serious leak and went down about two hundred yards from the shore opposite the Blue Buildings, Praya East. Some sampans which were near went to the rescue of the men who were thrown into the water, and succeeded in saving ten of them. Three of the coolies, however, who could not swim, went down before assistance arrived and were drowned. Up to the present, we understand, none of the bodies have been recovered.

CHANG Chi, the man charged by the Chinese authorities with piracy and murder was again brought before Mr. Wise at the Police Court this morning. Mr. Greasy Ewens appeared on behalf of the Chinese Government to prosecute, and Mr. W. Wotton for the defendant. Mr. Wotton applied for a remand, as he had only been instructed in the case last evening. A difficulty also arose as to an interpreter, none of the Court interpreters understanding the dialect of the witnesses to be produced for the prosecution. It was therefore decided to remand the hearing of the case till Wednesday next, the 10th inst., at 10.30 a.m.

On 29th ultimo the case in which Jose Francisco do Rozario, a Portuguese clerk in the employ of the North China Insurance Company, Limited, sues Charles Rivington and John Don Clark, as co-proprietors of the *Shanghai Mercury* for £1,000 as damages for an alleged libel said to be contained in a leading article which appeared in the *Mercury* on the 21st November last, came on for hearing in the British Supreme Court of China and Japan, before Chief Justice Sir R. T. Rennie at Shanghai. Owing to the non-attendance of Mr. do Rozario, who was described by Mr. Robinson, the counsel for the defendants, as material witness and without whose evidence he could not do justice to his clients, the hearing was adjourned until Friday, the 12th February.

The *Shen Pao* of the 9th January sees in Corea's renounced request to China to return to her the Feng Huang District of Liaotung, which once belonged to Corea, the crafty wiles of those who are eager to seize the Hermit Kingdom, but who hesitate to incur the wrath of Corea's suzerain—China! Corea's pretext for demanding this district is that her present territory cannot support the population, even in fertile years. But Corea is no stronger now than she has been at any time in the past two or three centuries, nor does China treat her less kindly than of yore. The present is the most unsuitable time to make such a request; not because China's long possession renders her unwilling to restore the territory, but because of the present position of Corea. The opponents of restoring Feng Huang point out that China has protected Corea against internal and external foes, and that such a request therefore shows ingratitude and want of respect. Is China to yield as if afraid, and excite the ridicule of neighbouring powers? Others argue that China should grant this request, lest to refuse such a small favour should blot out the remembrance of former great benefits. Besides, why should China grudge this small piece of her vast empire to please a tributary? The decision is in the Emperor's hands.

The only fear is lest such restoration should prove a serious calamity to Corea. She should be warned that not only may she be unable to keep Feng Huang but may also imperil her whole territory. China would not ask Feng Huang back, but Corea is not so fertile as Lia-choo or Tonquin, and her soldiers are as weak, her enemies as numerous. She has long been tributary to China—a fact which was announced at the beginning of her treaty with the United States. When lately the minds of all were disturbed by rumours of fresh insurrection, China at once sent men-of-war to calm their fears; and she has placed a high official in Corea to attend to commercial interests. China treats Corea as a father does a son; though called kingdom, they are really like one family. If they should be now estranged over this request, Corea will lose her protector. Should China magnanimously give up this district and bear no ill-will, Corea's action will still be a breach of duty to her superior. Corea has no lack of statesmen of ability and wisdom; how can they have been willing to do this? This request did not originate with the King and his Ministers; they have been deceived for selfish purposes by those who long to seize Corea. A treaty between Russia and Japan will become an important place for trade. Long have

others desired to possess it. But they feared China would interfere, unless a rupture could be brought about between China and Corea. As a preliminary to this rupture mutual suspicions must be fostered. They hope to quietly seize the benefit of a war between the two nations. As they could find no present cause for dispute, they have raked up this centuries-old affair of Feng Huang. If war were to ensue, they could carry out their schemes of encroachment. If Corea loses China's friendship over this affair, she will lose more than Feng Huang in days to come.

After the French trouble was settled and measures of reorganization were being devised throughout the Empire to secure the frontier and repel foreign aggression, suddenly an unexpected prospect in Shansi, Tung Meng-lan, represented to the Prince of Ch'un that the commander of a Russian firm had imported from Russia 3,000 new pattern Peabody rifles and three million cartridges which he was willing to sell at cost price as a proof of patriotism; and that a bond had been drawn up by him stating that each rifle was worth 9 taels, each cartridge two candareens. The Prince was induced by the straightforward language of this statement to depute an officer who had been abroad to examine the sample weapon. This man reported that the rifle was handy and cheap at the price. He was accordingly sent to Shanghai to take delivery of the lot. Two months later the Chinese Minister in Japan, Hsu Ch'ing-tai, reported that the consul at Nagasaki stated that he was informed by the American merchant Middleton that a Russian trader and a Chinaman had arrived with a warrant from the Peking Field Force to buy foreign rifles; but that the rifles were old and rusty and in need of repair; that the price was only 85 or 6 apiece. The Prince saw he had been deceived, and at once telegraphed to stop the transaction, and non-ordered by telegram to Peking for examination. The Prince's deputy, it is believed, will escape punishment as being merely a fool not a knave.—*Shen Pao*, 4th Jan.

The Chinese agent in the above transaction, says the *Shen Pao* of the 6th January, was handed over to the Board of Punishments on the 18th December. He proved contentious and implicated H. E. Hsu, the Minister of Japan, declaring that he had brought this false charge because his "squeeze" was not paid. The expectant prefect is now awaiting trial at Peking. The Prince's deputy and a certain high officer can hardly escape being dragged into the case.

In the above case one hardly knows what to admire most, the confiding disposition of His Highness of Ch'un or the calm audacity of the vendors of old muskets at 100 per cent profit. It is to be hoped that this lesson in the tricks of the trade in arms may induce the Prince to adopt some system for ensuring that China shall not always waste her money or guns that won't fire, shells loaded with sand, cartridges rendered safe by the absence of powder.

The Chinese authorities are making preparations for removing the 40-ton Armstrong guns from the Associated Wharves at Shanghai to Wessing and Kiang-yin. To accomplish this, scows are being built, and the guns will be towed on them to their destination.—*N. C. D. News*.

The *N. C. D. News* hears that Senhor J. A. Rodriguez Martins, Consul-General for Brazil, has lately been honoured with the decoration of an *Officier de la Légion d'Honneur*, in recognition of services which he rendered to Italy while acting as Brazilian Consul in Paraguay.

The French cruiser *Roland* (says the *N. C. D. News*) has received orders to proceed to Amoy where she is to remain during February. Admiral Rénier, in his flagship, the *Toucan*, will meet her at that port, after which he will go North. The *Roland* was to leave Shanghai either to-day or to-morrow, and after getting clear of the Chusan Archipelago, will proceed under sail to her destination.

A TELEGRAM dated Pernambuco, 25th November, states:—According to last advice from Paraíba, salvage operations were going on at the *Estancia V. Dudley*, from New York for China, ashore on the Lucine Shoal. About 4,000 cases petroleum have been sent down here, and will be sold by auction; some, it is expected, will be disposed of at Paraíba. It is stated that about 12,000 cases have so far been recovered.

OCCASIONAL TUFF NOTES.

The Kremer-Smarty Stable afforded much interest to onlookers this morning. Gladiators, which came down with such a great reputation, seems not to be up to some of his stable companions. He went for a mile with Hard Times, finishing rather poorly in 2min. 21½ sec. The same distance was covered by Meteor and Torreador in 2:15½, the last named finishing the freer of the two, but with only a very light weight up. Comellier, Lucifer and Jaguar were sent for 1½ miles, the first two covering the distance together in 4 min. 8 sec. Necker did the distance in half a second better. Councillor seems much improved of late, and finished well. Mr. Gordon trains Shamrock for a long distance, but it does not take care to do it, and has the pony to-day. I did not like Ambassador's going to-day. John Peel's ponies generally did rather mixed exercises, but nothing worth reporting. I fancy they have been sweating. 'Harry' sent Mavis for a mile and a half; I only got him for the last 1½—time 3:02; and he was not so much fagged as

the rails as usual. Torpedo's form is not quite what I should like to see; the other ponies seem to be in good fettle. Mr. Hutchings did some good work with the ponies under his care, but neither Mr. Sassoon, nor Mr. Buxey, did any fast work. Some impatient spirits wanted to see them 'get on with it,' but the Veteran Adviser remarked: 'It is not race day yet.' By the way, in reviewing the entries I omitted to notice Mr. Skye's stable. The advent of such a genuine import is matter for congratulation, and I hope he may carry off a Cup or two to encourage him. Chinkaka looks like as if he had not rattled his turn of speed, but Hume Ruler is a good 'un.

I heard some folks admiring that angular animal Punjom this morning; he is certainly improving vastly.

SCOUT.

THE DEATH OF TWO CHILDREN BY BURNING.

An enquiry was held at the Mortuary this afternoon, by the Acting Coroner, Mr. N. G. Mitchell-Innes, and a Jury composed of Messrs C. L. Gorham, J. V. Ellis and F. X. do Rozario upon the bodies of two little lads, Kung Chi Hai, two little girls who were burned to death in the fire in Hollywood Road yesterday.

Dr. Marques was examined and stated that at about 9 p.m. yesterday the remains of two children were sent to the Mortuary. They appeared to have been burned and the greater part of the bodies were reduced to charcoal. There was no possibility of identifying them. Death in each instance appeared to have been caused by burning. Lee I Mui, a widow living on the first floor of No. 188 Hollywood Road said that one of the deceased, Wo Tan Kait, was her daughter, nine years of age. At 1 p.m. yesterday witness left her house in which her daughter was. She heard the fire bell ring as she passed No. 5 Station but not knowing where the fire was paid no attention to it. She returned home soon afterwards and found her house burnt down. The body of her daughter was afterwards found by the Police.

Ying Chau Tai, a widow, said she was the mother of the deceased Kung Chi Hai, a girl of five years of age. She lived at 103 Hollywood Road but was employed as a maid in a brothel during the fire. She said her daughter was in her room and did not return till the afternoon, when she heard about the fire. When she got home she found her house on fire. She called out for her children and saw a man run up the stairs and lower her son out of the window. She saw the woman who was the fire man down and called to the children to come. The fire was so near she did not wait to save the children and they were left in the house.

In answer to a question from Inspector Mathieson, witness said she began in her house, saw a woman who was cleaning a kerosene lamp, which she spoke. She had a light with her and the kerosene caught fire and started the fire. The woman ran away at once.

Dennis Delargy, P. C. 34, deposed that about 10 p.m. yesterday he proceeded with some coolies and cleared away some of the debris from the fire at 188 Hollywood Road, and he then found the remains of the deceased children, and sent them to the Mortuary.

Inspector Mathieson stated that he would like to have the enquiry adjourned for the purpose of finding the woman who was said to have upset the kerosene lamp and set fire to the house, and the enquiry was adjourned sine die, due notice to be given to the jury of the next sitting.

MEETING OF THE LEGISLATIVE COUNCIL.

The members of the Legislative Council met this afternoon. There were present:—H. E. the Officer Administering the Government (W. H. Marsh), President; His Honour Sir George Phillips, Chief Justice; Hon. F. Stewart, Acting Colonial Secretary; Hon. E. L. O'Malley, Attorney General; Hon. A. Lister, Colonial Treasurer; Hon. J. M. Price, Surveyor General; Hon. P. Ryrie; Hon. W. Keewick; Hon. T. Jackson; Hon. F. D. Sassoon; Hon. Wong Shing.

The minutes of the last meeting were read and confirmed.

VOYE OF £2,000 FOR THE COLONIAL AND INDIAN EXHIBITION.

The Acting Colonial Secretary laid on the table the following minute, with the correspondence attached:—The Officer Administering the Government lays before the Council an application which has been received from the Chairman of the Commission appointed by Sir George Bowen in January 1885 to arrange for the proper representation of Hongkong at the Colonial and Indian Exhibition to be held in London this year. The Chairman, on behalf of the Commission, asks for a further grant by Government of £2,000; to meet the expenditure on account of the exhibits forwarded by this Colony, the sum of £700 which was voted by the Council on 4th November last having proved wholly inadequate for that object.

'Part of the Exhibits have already gone forward and the remainder are nearly ready to be shipped. H. E. recommends the Council to vote the further sum now asked for by the Commission to enable the Colony to be worthily represented at the Colonial and Indian Exhibition.'

He then moved that the minute be referred to the Finance Committee.

The subject has been informally before the Finance Committee, and I believe the view of the Council was unanimously in favour of the money being granted. The object was one which was recognized as being of exceeding importance to the Colony, the funds necessary not having been otherwise provided to enable the Colony to be properly represented at the Exhibition. There is a fund which has been brought up called a Guarantee Fund, but the amount of £60 obtained was clearly not enough for the first instance to meet the expenses connected with the Exhibition, but was viewed by the contributors to it as a reserve fund. It therefore became important that the money required, seeing there were no subscriptions whatever pure and simple for the Exhibition, should be provided by the Government, and following the example set by other colonies, I, as Chairman of the Commission, applied for this sum in addition to the sum of £200 already voted. I am sure that even with this sum we shall have to call upon the Government for more, but it was as favourably represented as its circumstances will permit of. I think it would be well without the further delay required to submit this matter specially to the Finance Committee that the money be now voted.

Mr. Keewick then moved an amendment worded in accordance with the rules of the Council, that the money be voted at once. The Hon. T. Jackson seconded the motion. On the motion of the Acting Colonial Secretary, seconded by the Colonial Treasurer, the Council voted the sum of £9,000, recommended by a minute of the Administration Board, for the erection of a new Peddler's Wharf.

THE HON. W. KEEWICK, in moving that an amendment be made in the provisions of the Merchant Shipping Ordinance, 1879, began by alluding to the statements made by the Attorney General with regard to the petition that had been followed in docking the vessels of the Hongkong and Macao Steamship Co., pointing out that the *Pigeon* and *Kiangchi* were screw steamers and differed from the other river paddle steamers in that their fittings were under water and necessarily required to be docked, whereas paddle steamers had all their fittings above and hence did not need docking. He understood also that it was customary in Her Majesty's navy to dock wooden vessels only once in three years. He then read over a list of dates on which the steamers mentioned by the Attorney General had been docked, and in each case he had noted the date and the reasons therefor that of survey.

The Company now felt it was a hardship, an unnecessary hardship, to require them to dock their vessels, and with the view of getting the ordinance amended he had brought forward the following resolution. That it is desirable to amend the Merchant Shipping Ordinance, 1879, in relation to the words (1) 'That the hull of the ship is sufficient for the service intended and in good condition' (section V, sub-section 8, clause a, paragraph 1), the words following, that is to say, 'provided that such Government Surveyor shall declare that the hull of the ship is sufficient for the service intended and in good condition without requiring such river steamer to be docked, if it is reasonably proved to him that such river steamer has been regularly surveyed within the last three years and that she has not grounded since the last survey.'

Hon. P. Ryrie, in seconding the motion, spoke in a most excited manner. He said it seemed to him inexplicable that after a practice had been in force for so many years, suddenly these gentlemen who were connected with the Harbour Master's Department should now propose this new rule. There was something radically wrong. What did they mean by it? They knew these ships very well, as well as they knew any in the harbour, and yet they said they could not be examined by divers. He had it from the officers of the Navy that the *Pigeon* and *Kiangchi* were not new vessels, but old ones, and that the survey and that she has not grounded since the last survey.

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The Attorney General, in reply, said he thought that a closer examination would show that the difference between the facts stated by him and those in the possession of the mover of the resolution a good deal turned upon the distinction as to what the ships were docked for. He thought it seemed to be doubtful whether the ships were docked at the particular times admitted on each side for survey or for some other purpose. He understood, however, that careful enquiries would be made on that point. With regard to the resolution, he proceeded to argue that the surveyors here were simply carrying out the rules laid down by the Board of Trade, who were certainly in a far better position to judge of the necessity for such a regulation than a Colonial Government. He pointed out that the object of the rule was to provide for the safety of the travelling public, and the Board of Trade had the best scientific and the best possible advice on the matter. On local laws he also always been framed on the provisions of the Merchant Shipping Law at Home, which was carefully watched by the Board of Trade, and he therefore would recommend that the Government do nothing until the Board of Trade had been consulted with.

The Hon. E. Ryrie said he had to do with the Board of Trade. The Hon. T. Jackson said he thought that in all matters of this kind they ought to ask only for what is reasonable in the public safety. He deprecated the enforcement of the regulation, and said that the Board of Trade were not happy to extend to any extent in the United Kingdom. These were not ocean steamers. His Excellency said he would not feel justified in making any alteration in the law without consulting with the Secretary of State, and if the hon. member felt disposed to withdraw his resolution, he would be most happy to forward any proposition which the Chamber of Commerce or the Company might prepare on the subject.

This suggestion was adopted by Mr. Keewick, and after some further discussion, the matter dropped.

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ulation of Chinese processions and celebrations, was read a second time.

ANNOUNCEMENT.
On the motion of the Hon. P. Ryrie, seconded by Hon. F. Jackson, on the ground that this was Chinese New Year's Eve, the Council was adjourned until this day week at four o'clock.

POLICE INTELLIGENCE.
(Before both Magistrates.)
Wednesday, Feb. 3.

HIGHWAY ROBBERY.
Cheung Ahn, unemployed, appeared on remand, charged, with others not in custody, with being armed and attacking Wong Sing and Cheung Aying, cattle dealers, on the highway between Yau-nai and Ma Tau Wai, and robbing them of money and clothing to the value of \$174.80 on the 1st inst.

The evidence of the two complainants was to the effect that on the 1st inst. about 11 a.m., they were walking near Ma Tau Wai in British Kowloon. They had with them \$171 in silver and two bills of exchange, besides some extra clothing. Suddenly the prisoner and three other men, armed with daggers and revolvers, came up and seized them and snatched the bundle containing the clothing and money from the first complainant. The complainants resisted but were knocked down, and the first complainant was struck on the shoulder with the back of a dagger by the prisoner. The case (things being proved) was committed to the custody of the police and pursued the men. The prisoner was taken concealed in a valley at the back of Ma Tau Wai and was identified by the complainants as one of the men who attacked them. A knife was afterwards found by the police at the spot where the robbery was committed.

Prisoner, whose defence was that he was passing by and that complainants were robbed by other men, was sentenced to two years' hard labour. A previous conviction for unlawful possession was proved against the prisoner.

(Before A. G. Wise, Esq.)

HOUSEBREAKING.

Li Ahn, coolie, was charged with breaking and entering the house of Cheung Shan, 18 Tank Lane; with intent to commit a felony, and with being armed with a deadly weapon, on the 3rd inst.

Complainant Cheung Shan, stated that at 1.45 this morning he was aroused by a watchman and upon getting up found the lock of the door of his house broken. The door had been locked at 10.30 p.m. when he went to bed. He did not miss anything from his house. He was in Tank Lane at 1.45 a.m. and saw the door of No. 18 open and the defendant half way up the staircase. He called to the defendant who then came down and said he was looking for a friend. He had a knife and a chisel upon his person.

Defendant was sentenced, under section 46 of Ordinance 7 of 1885, to six months' hard labour; the first and last fourteen days to be in solitary confinement.

OBTAINING GOODS BY FALSE PRETEXTS.
Li Ahn, coolie, appeared on remand, charged with obtaining goods to the value of \$2.45 from the Shang Un rice shop, East Street, by false pretences on the 2nd inst.

It appeared from the evidence that at 11 a.m. yesterday the defendant entered the shop mentioned and produced an order for 50 cwt. of rice, bearing the signature of the owner, Lai Tok. On the strength of the order Lai Tok, an employee of the shop, gave him the rice, but being rather doubtful followed the defendant who took the rice to Linear Row. As soon as he saw the shopman following him the defendant dropped the rice and ran away. The master of the shop, Lai Tok, gave evidence to the effect that the shop on the order produced was not his, nor did he send the defendant for the rice. Defendant was formerly in his employ.

Defendant was sentenced to six months' hard labour.

AN OBSTRUCTIVE CHAIR-COOLIE.

Wai Ahn, a chair-coolie, was convicted of obstruction by placing his chair opposite the Hongkong Hotel in the roadway and assaulting P. C. Serdool Singh when told to move his chair, and was fined \$2 or seven days' hard labour.

ROBBER AND VAGRANT.

Keung Fin Tai, unemployed, was seen by P. C. 236 following a man on the Praya in a very suspicious manner at 7 a.m. to-day. As soon as he saw the constable defendant ran away, but was pursued and arrested. Three previous convictions were proved against the defendant, who was ordered to find two sureties of £10 each for his good behaviour for six months; in default to be committed for three months.

POCKET PICKING.

Li Ahn, a boy of 15 years of age, was caught on the pickpocket of a young man, a carpenter, of a purse containing 50 cents, at 11.30 a.m. to-day in Queen's Road Central, and was sentenced to six weeks' hard labour and ten strokes on the breech with a rattan on going in and ten more before leaving gaol.

THE CARRIAGE OF DECK PASSENGERS.

The agitation which was aroused by the unfair Order in Council promulgated by the Government of the Straits Settlements, with regard to the carriage of Chinese passengers from the Treaty Ports of China to Singapore in August last, has borne good fruit; and the objectionable order has just been supplanted by one which places ships of every nationality on the same footing, and removes the handicap which the latter imposed upon British vessels. It will be remembered that on the representations of the German Government the British Government (the Lib. Lab. being in power) ordered the Singapore Government to issue a 'new order,' whereby German vessels coming from the Treaty Ports of China were permitted to carry passengers greatly in excess of the number allowed under British measurement, at the same time enforcing the old provisions against British ships. This grossly unfair provision naturally aroused the indignation of British shipowners and merchants and led to an emphatic protest on the part of the Hongkong and Singapore Chambers of Commerce and also to severe strictures from the press. The whole subject was then laid fully before Lord Salisbury's Government, with the satisfactory result already described. The order authorized by the Liberal Government was certainly open to the suspicion of being a discreditable and

foolish concession to the German Government, which all British merchants will be heartily glad to see upset. The *Straits Times* thus describes the changes which have taken place in the law:—

By Ordinance No. 6 of 1874, section 10, the conditions are laid down under which deck passengers may be carried within the limits of the Straits of Malacca (that is to say from Junk Ceylon to Singapore on the one side and from Assam to Amoy on the other side of the said Straits, and from or to any place in the Colony to or from any port or place on the North Coast of Java.) It is enacted that no deck passengers shall be carried on any voyage beyond the limits above set out unless there be space reserved under deck of not less than 8 superficial and 64 cubic feet for each and every adult passenger, the use of which space the passengers shall be entitled to throughout the voyage; provided always that it shall be lawful for the Governor in Council from time to time to issue orders in Council permitting passengers to be carried on deck to and from places without the above limits and to regulate the times during which such passengers may be carried and the precautions to be taken for their convenience and safety. The Order in Council at present giving the matter was made on August 4th 1885, but by a new Order passed by the Council, January 11th, just gazetted, the same is to be cancelled and new provisions will obtain as from the 15th February. By the old Rules—(which were made in 1874)—arriving at any port of the Colony from Hongkong and British ships arriving at any port of the Colony from any port or place to which the legislation of the legislatures of Hongkong under 'The Chinese Passenger Act, 1855,' for the time being existing, may bring passengers, the number, as may, in each particular case, be allowed, by any certificate or license issued by the proper officer under such legislative authority. The above permission for both classes of ship is, by the order in Council, to be only to be in operation between the 30th day of October and the 5th day of June. A new Rule is brought into force that no ship arriving between the 15th day of June and 15th day of October, both inclusive, at any port of the Colony, from any such port or place as may be allowed and provided by any certificate or license issued by the proper German Consular authority at the port from which she has sailed in accordance with the German Consular Law for the time being applicable to such ships. The foregoing provisions substituted in the new Rules and a new Rule applied to the effect that ships arriving between the 20th day of October and the 5th day of June, both inclusive, at any port of the Colony from any of the Treaty Ports in China, and not being British ships, may bring deck passengers in such numbers as may be allowed and provided by any certificate or license issued by the proper German Consular authority at the port from which she has sailed in accordance with the German Consular Law for the time being applicable to such ships. 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SHIPPING IN CHINA, JAPAN
PHILIPPINES, AND SIAM
WATERS.

Wyndham Street, Hongkong.